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DISSEMINATION CONTROL ABBREVIATIONS

NOFORN-	Not Releasable to Foreign Nationals
NOCONTRACT-	Not Releasable to Contractors or Contractor/Consultants
PROPIN-	Caution-Proprietary Information Involved
USIBONLY-	USIB Departments Only
ORCON-	Dissemination and Extraction of Information Controlled by Originator
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National
Photographic
Interpretation
Center

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20 SEPTEMBER 1977

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IMAGERY INFORMATION REPORT

BACKFIRE-RELATED CONSTRUCTION AT BYKHOV AIRFIELD, USSR (S)

(TSR) New BACKFIRE-related activity was observed at Bykhov Airfield, USSR [REDACTED], a Soviet naval aviation (SNA) installation in the Baltic Sea Fleet area, [REDACTED] (Figure 1). At least 11 BACKFIRE B aircraft (a new high count) and additional construction activity in the western dispersal area were observed in the cloud-free areas of the airfield.

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(TSR) Seven former revetted BADGER aircraft hardstands in the western dispersal area were being converted into five new, dual-position BACKFIRE parking aprons. Four of these aprons have been paved with precast concrete paving blocks, and grading was in progress on the fifth apron. These five dual-position aprons are in addition to two completed aprons and one partially completed apron in this dispersal area. The eight dual-position aprons at Bykhov are different from the existing single-aircraft, SNA-style, revetted, BACKFIRE hardstands at Oktyabrskoye Airfield [REDACTED] and those under construction at Gvardeyskoye Airfield [REDACTED], both of which are naval aviation airfields in the Black Sea Fleet area.

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(S/WNINTEL) When completed, this new construction activity will provide dispersal parking for at least 16 BACKFIRE aircraft. Dispersal parking for five more BACKFIRE aircraft will still be available on the remaining five former BADGER hardstands (Figures 1 and 2). On [REDACTED] a long-nosed CAMEL aircraft was parked on one of these five remaining hardstands. BACKFIRE aircraft have also been observed in front of four BACKFIRE blast aprons along the main parking apron (not shown on graphic).

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(S/WNINTEL) A new taxiway now extends from the northwest end of the western dispersal area to the northwest end of the main runway. Grading and paving activity was underway at the southeast end of this dispersal area. This activity will convert the taxiway into a loop taxiway which will be connected to the southeast end of the main runway.

GEOGRAPHIC COORDINATES

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(TSR) The 11 BACKFIRE B (a new high count) present at Bykhov represents an increase of one BACKFIRE B [] the date of the latest coverage of this airfield [] The eight BACKFIRE B in the western dispersal area (one of the eight not shown on graphic) included four parked on the two completed, dual-position aprons (Figures 1 and 2). Three other BACKFIRE B were in maintenance area A (not shown on graphic).

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(TSR) Although scattered clouds obscured 15 percent of the main parking apron [] 26 BADGER were visible throughout the airfield. This is a decrease of up to 37 BADGER (one regiment) from the usual two-regiment count of 63 BADGER. In addition, five groups of ASMs have been realigned in the ASM support facility. Scattered clouds and shadows limited identification of any additional camouflage/disruptive painting on the roadways of the ASM facility.

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(S) Bykhov Airfield is 1.5 nautical miles west of Bykhov in the western portion of the Soviet Union. The airfield supports a BADGER C ASM regiment, a BADGER C modified ASM regiment, and an expanding BACKFIRE B regiment, all subordinate to the SNA.

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